



HOTEL VENDOME, BOSTON.
COMMONWEALTH AVENUE.

... From

South Dakota to the Sea.

To Boston.....

Twenty-Sixth
Triennial
Conclave

1895.

THE TWENTY-SIXTH TRIENNIAL CONCLAVE

OF THE

Grand Encampment Knights Templar of the United States,

WILL BE HELD IN
BOSTON, MASSACHUSETTS,

BEGINNING
MONDAY, AUGUST 26, 1895.

THIS promises to be the grandest event in Templar Masonry that has ever occurred, it being the custom of the several Grand Bodies and the local Commanderies of the different States to join in these Triennial Pilgrimages, and our Fraters are coming from all sections by thousands and tens of thousands. The Templars of Massachusetts and Rhode Island for more than two years have been making active preparations for the comfort and entertainment of the multitude who will be their guests. They will expend many thousands of dollars and will leave nothing undone that will tend to make this a successful and memorable event. "If necessary make the supreme effort of your life to go, for the ghost of a grand opportunity lost will haunt the slumbers of all who are not with us." One year ago a suite of parlors was secured at the Hotel Vendome, "The Palace Hotel of Boston," and located in the center of attractions for this Knightly gathering, to be occupied by the Grand Commandery of South Dakota as "South Dakota Headquarters." The rooms selected are up one flight with large windows fronting on Commonwealth Avenue. On the same floor at the other end of the large hallway is the headquarters of the Grand Master of the United States, and in the same building are located several Grand Commanderies.

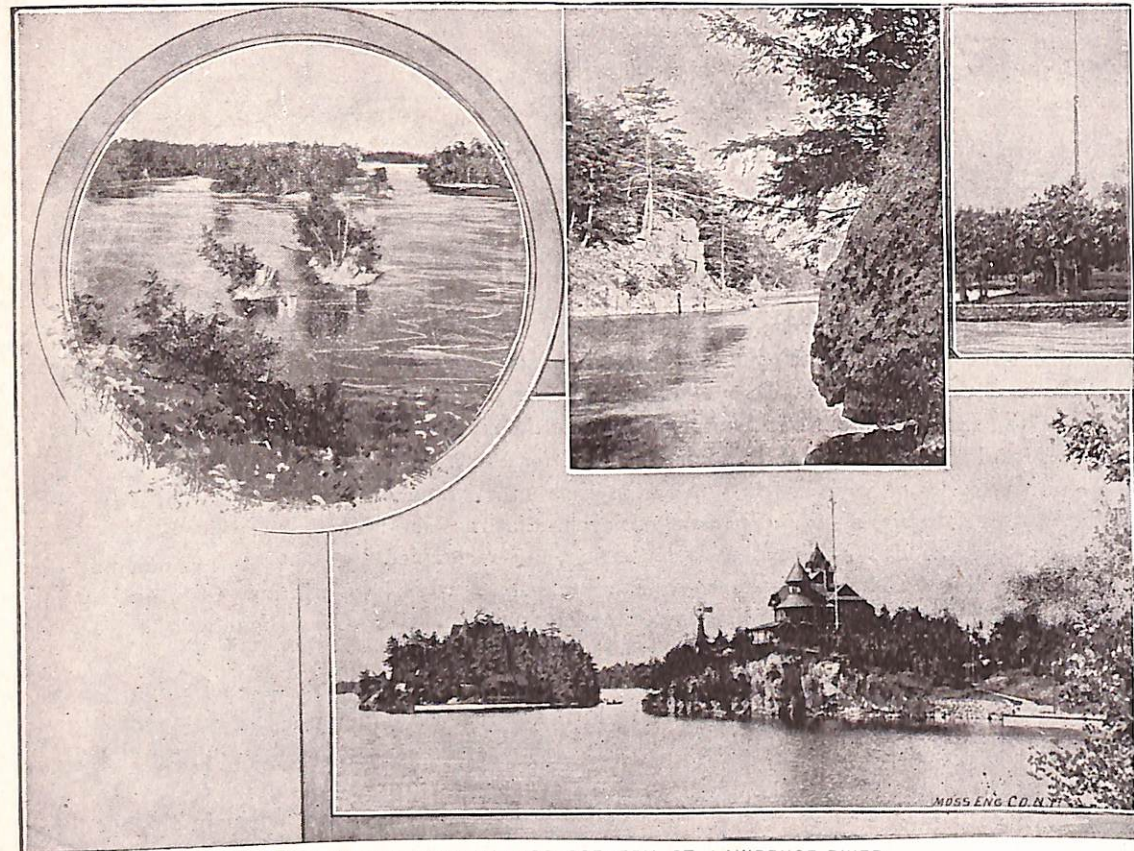
The headquarters of South Dakota will be shared with the Grand Commandery of our sister jurisdiction North Dakota, and the "Twin Dakotas" surely "will be strictly in it during every minute" of their stay in Boston. It is also intended to make the trip not simply one of going to Boston and returning, but one of pleasure, sight seeing and of general interest to the Fraters of South Dakota and their friends.

The trip will not be confined to Sir Knights alone but their families and friends are cordially invited to join in this "summer vacation" that will include going and returning nearly six thousand miles of rail and water travel, visiting many points of interest

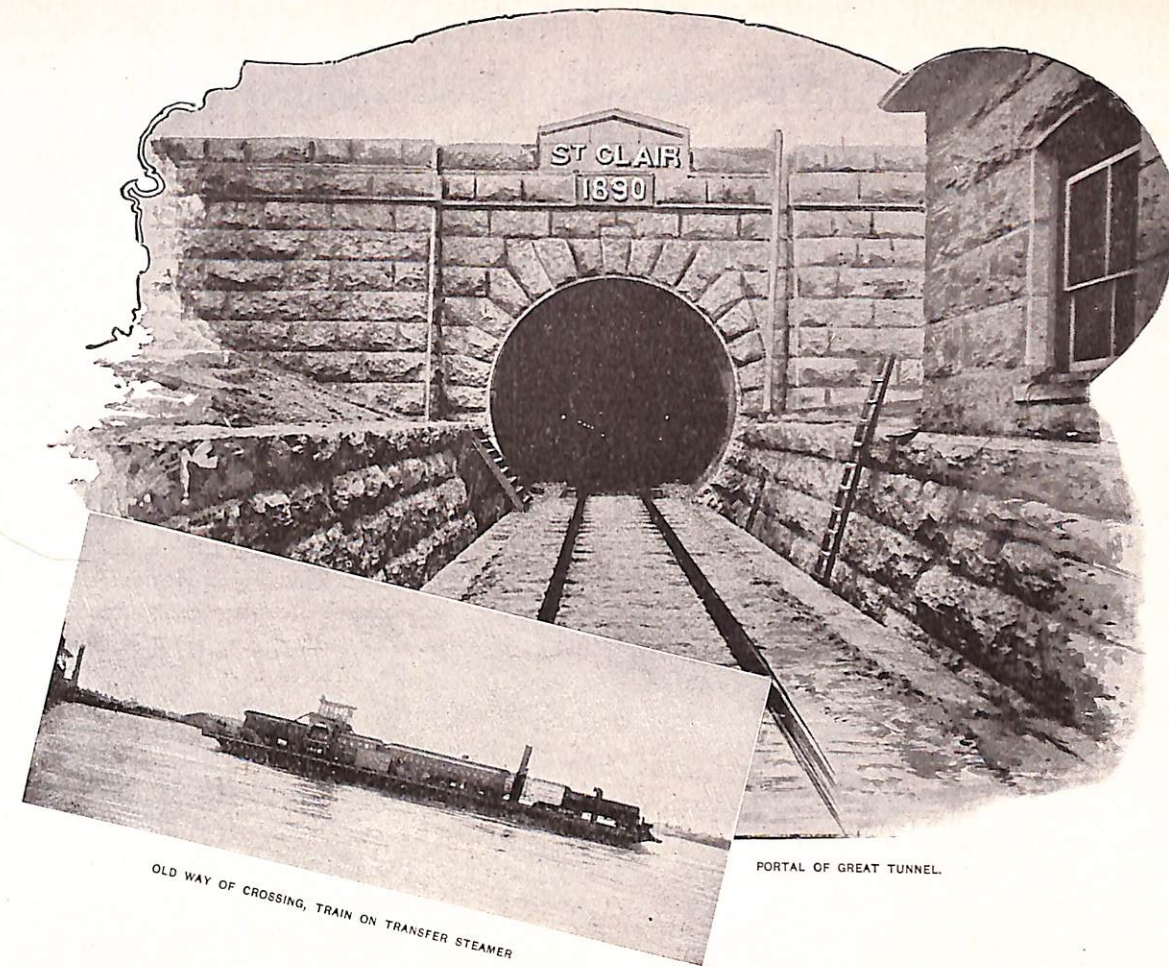
in the "Queen's Dominion," and a variety of scenes among the mountains, the lakes and the rivers of New England and from South Dakota to the sea—thus affording an opportunity to visit the many attractive places in the East under the most favorable conditions, and at a comparatively small expense.

It will add largely to the pleasure of the trip if the Fraters from South Dakota would co-operate and go together in a body—the routes outlined will perhaps serve the convenience of all—therefore it is hoped that a large number from South Dakota, together with as many of their friends as can make it convenient to join them, will arrange to form a large party to participate in this gala trip to Boston, and thus have a sufficient number to fill a special train composed entirely of vestibuled sleeping cars that will run through to Boston, without change.

The several sleeping cars to arrive in Chicago over the railroads most accessible to the people of the different towns and at Chicago the cars to be consolidated into a "South Dakota Special" that will leave Chicago for the East over the Chicago & Grand Trunk Rail-



GEMS OF THOUSAND ISLANDS' SCENERY, ST. LAWRENCE RIVER.



OLD WAY OF CROSSING, TRAIN ON TRANSFER STEAMER

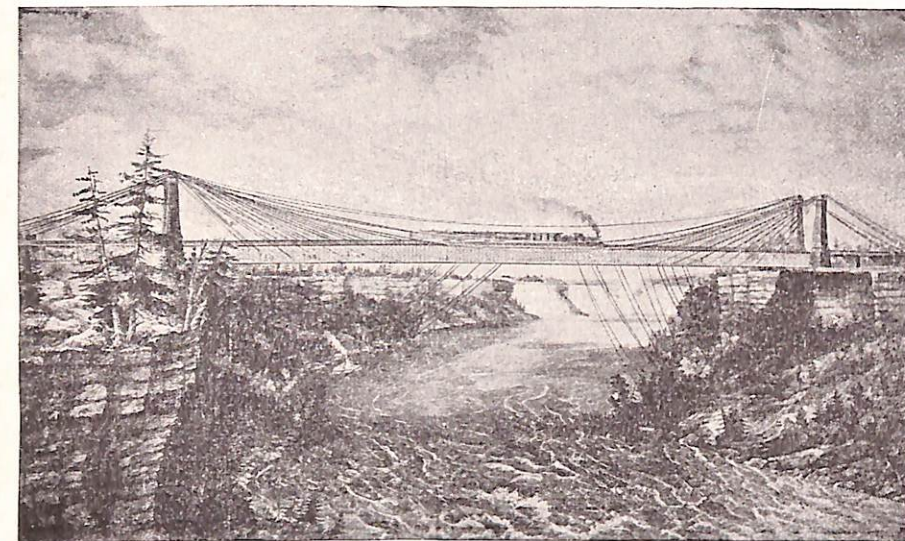
THE ST. CLAIR TUNNEL.

PORTAL OF GREAT TUNNEL.

road. It is hoped that the route selected will prove to be of interest, however, a description can not be made in detail of the beauties of this attractive journey, the limited space permitting only a glimpse here and there of some of the principal features.

Those west of the Missouri River will leave on Tuesday, August 20th, and those east of the Missouri on Wednesday, August 21st.

The Chicago, Milwaukee & St. Paul Railroad to provide through sleeping cars attached to regular trains on Wednesday, August 21st, leaving Aberdeen at 6:20 a. m., Mitchell at 10:45 a. m., Yankton at 1:50 p. m., Flandreau to connect with train leaving Egan at 12:20 p. m., and Sioux Falls at 1:35 p. m., and all leaving Sioux City at 5 p. m., arriving in Chicago Thursday, August 22nd, at 9 a. m., Canal Street station.



GRAND TRUNK RAILWAY SUSPENSION BRIDGE, NIAGARA FALLS.

to provide through sleeping cars attached to regular train on Wednesday, August 21st, leaving Sioux Falls at 4 p. m., and arriving in Chicago Thursday, August 22nd, at 12 m., Rock Island station.

Passengers from all intermediate points in South Dakota may join the party on either train at the stations convenient for them.

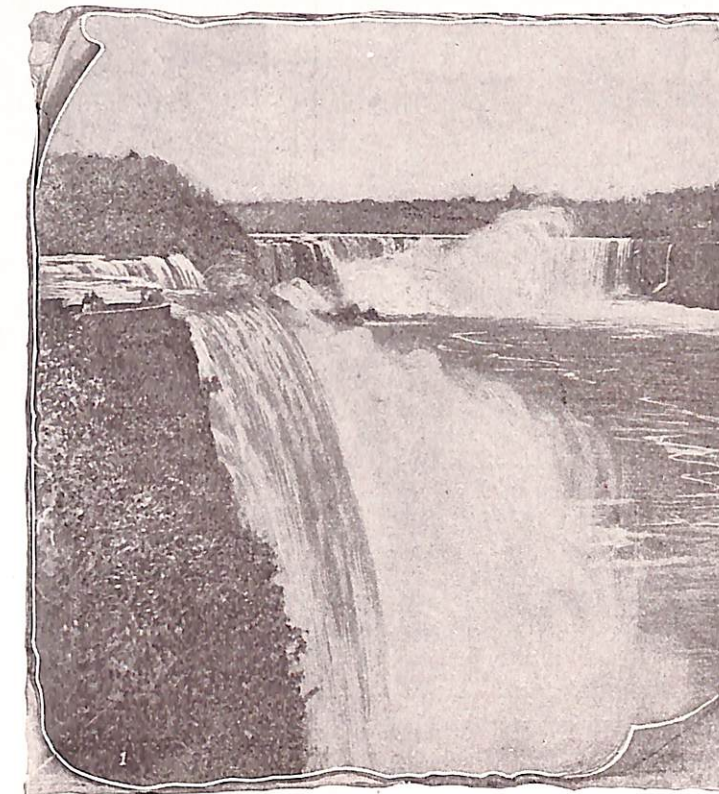
The party will be free to enjoy the time spent in Chicago as they may wish, but all should be at Dearborn station (Dearborn and Polk Streets) in ample time prior to the hour scheduled for the departure of the train, which will be leave Chicago at 2:30 p. m.

The Fremont, Elkhorn & Missouri Valley Railroad to provide through sleeping cars attached to regular trains on Tuesday, August 20th, leaving Deadwood at 4 p. m., Rapid City at 6:30 p. m., and Hot Springs at 7:35 p. m., joining those enroute on the Chicago & Northwestern Railroad from east of the Missouri River arriving at Wells Street station, Chicago, Thursday, August 22nd, at 8:15 a. m.

The Chicago & Northwestern Railroad to provide through sleeping cars attached to regular trains on Wednesday, August 21st, leaving Aberdeen at 6:55 a. m., Huron at 10:15 a. m., Watertown at 8 a. m., and Brookings at 9:43 a. m. Arriving in Chicago Thursday, August 22nd, at 8:15 a. m., Wells Street station.

The Burlington, Cedar Rapids & Northern Railroad

Leaving on the Chicago & Grand Trunk Railroad, crossing the State of Michigan to Port Huron, where the railroad passes through the great tunnel under the St. Clair River, thence in Canada until Niagara is reached and crossing the gorge below the falls by the world-renowned railway suspension bridge, 258 feet above the water, and arriving at Niagara Falls at 7 a. m. Friday, August 23d.



NIAGARA FALLS FROM PROSPECT PARK.

A stop of several hours will be made here to view the greatest natural wonder in the whole world, where the mighty torrent of waters comes tumbling in one grand plunge over a precipice 164 feet in height. " 'Tis said a grander spectacle is not to be seen on the American Continent, if in all the world; you see and feel what no language can express nor pen describe." Arrangements will be made for a side trip to Queenstown by the trolley car line on the Canadian side of the river, which is constructed close to the high bank, affording an excellent view of the great cataract, the whirlpool rapids and other points of interest.

The train leaving Niagara Falls at 3 p. m. and arriving at Kingston Wharf at 3 a. m. Saturday, August 24th, where a steamboat of the Richelieu & Ontario Navigation Company will be in waiting to receive the passengers to continue the journey by steamer down the St. Lawrence River to Montreal.

The daylight ride down the St. Lawrence River among the Thousand Islands and running the Rapids is a succession of scenes of interest and delight.

"Not so wide as the Amazon, not so long as the Mississippi, not so famous for historic traditions as the Hudson, nor for ruined castles as the Rhine, yet the St. Lawrence is more attractive to the tourist than either and suffers by comparison with neither nor all of them." The steamer will leave the wharf at 5 a. m. and soon after leaving Kingston the Thousand Islands begin—these many beautiful islands extend for 50 miles down the river and are said to be the most numerous collection of river islands in the world. They are

of every conceivable size, shape and appearance, some are very small and others cover several acres—many are thickly wooded, others have rocky cliffs, and all are indeed beautiful. The islands are a famous summer resort, and from the steamer deck are seen many large hotels, numerous elegant summer homes and countless cottages that dot the islands. The steamboat threads its course among the many islands, often passing close to the green banks, and rounding the curves the vision is greeted by a pleasing picture that is constantly changing. Some distance after passing the islands the first rapid is reached, called Gallope Rapids, then the long Sault, a continuous rapid for nine miles, the surging waters appearing like the ocean in a storm, arousing the enthusiasm and interest of the passengers, then comes Lake St. Francis twenty-five miles long. The course



ROWBOAT IN RAPIDS, ST. LAWRENCE RIVER.

of the river is now wholly within the borders of Canada; then the Coteau Rapids for two miles, followed by the Cedar Rapids, the Split Rock and the Cascades in succession. Then follows Lake St. Louis, twelve miles long, and into which empties the Ottawa River, the smooth waters being a notable contrast to what has just been passed and also to what is yet to follow, for after passing the lake the waters ahead are lashed into foam and the steamer approaches the celebrated Lachine Rapids, the most difficult of navigation, steam is shut off as the current is very swift and the descent is rapid, the peculiar sinking motion of the boat causes a sensation that is novel, and the foaming waters with projecting rocks add



STEAMER RUNNING LACHINE RAPIDS, ST. LAWRENCE RIVER.

to the excitement, producing feelings of terror and delight, but the trusty men at the wheel guide the boat with caution and in safety. In the evening about 6 o'clock the boat lands at Montreal, the largest city in Canada, after a day that has been crowded with delightful experiences that will long be remembered.

The cars that were left at Kingston in the early morning will have arrived at Montreal about noon conveying those of the party who may prefer not to take the St. Lawrence River trip, and thus spend the afternoon in Montreal. Those who continue on the cars

to Montreal will find much interesting scenery on the trip, and the afternoon can be well spent in and about the city. Among the public buildings of more than ordinary interest are the many churches, notably the Cathedral of Notre Dame which is said to be the finest in America, costing \$1,000,000; its two towers are each 220 feet in height, in one is a chime of bells and in the other a giant bell weighing nearly 30,000 pounds. Also a drive to the summit of Mount Royal, from which the city takes its name should not be missed.

The evening will be spent in Montreal, the train leaving about 11 p. m., and arriving Sunday morning about 8 a. m. at that ancient and historical city, Quebec. The Old Walled City of Quebec, with its quaint antique appearance, the old-time buildings, with narrow, crooked and steep streets, also its picturesque surroundings, together with the many historical



MONTREAL HARBOR.

associations, is perhaps the most interesting city on the American Continent. Beecher said "here is a curiosity that has not its equal in its kind on this side of the ocean." The site was first visited by the French in 1535, the city founded in 1608, and "history records the deeds of heroism, the conquests and warfare that have here been enacted." Here are the renowned plains of Abraham, where that noted battle was fought, and the dizzy precipice that was scaled by Wolfe and his brave soldiers. The Citadel, 330 feet in perpen-

dicular height from the river is reached by a winding ascent through gateways in the old wall, and overlooks the ancient lower town, the more modern upper town, the river and harbor, and the country for miles around, affording a magnificent view. A visit to this seemingly foreign city should alone repay for the whole trip.

At 6 p. m. the train will leave Quebec and continue on among the White Mountains to the Atlantic Coast, arriving at Boston Monday morning, August 26th.



VICTORIA SQUARE, MONTREAL.

A programme for the days spent in Boston will be issued later; however the Grand Parade will take place on Tuesday, August 27th.

Those of the party who may be making their first visit to Boston can be assured that there is a great deal of interest to be seen in the city and its immediate vicinity that would occupy several days of sight seeing, this locality furnishing many places of great historical interest.

Side trips can be arranged from Boston by both water and rail including a visit to Plymouth Rock and other places of note.



NOTRE DAME CATHEDRAL, MONTREAL.



ITINERARY.

TUESDAY, AUGUST 20TH.

Leave Deadwood at 4 p. m., F., E. & M. V. R. R.
Leave Rapid City at 6:30 p. m., F., E. & M. V. R. R.
Leave Hot Springs at 7:35 p. m., F., E. & M. V. R. R.

WEDNESDAY, AUGUST 21ST.

Leave Aberdeen at 6:20 a. m., C., M. & St. P. R. R.
Leave Mitchell at 10:45 a. m., C., M. & St. P. R. R.
Leave Yankton at 1:50 p. m., C., M. & St. P. R. R.
Leave Flandreau (Egan) at 12:20 p. m., C., M. & St. P. R. R.
Leave Sioux Falls at 1:35 p. m., C., M. & St. P. R. R.
Leave Sioux City at 5 p. m., C., M. & St. P. R. R.
Leave Aberdeen at 6:55 a. m., C. & N. W. R. R.
Leave Huron at 10:15 a. m., C. & N. W. R. R.
Leave Watertown at 8:00 a. m., C. & N. W. R. R.
Leave Brookings at 9:43 a. m., C. & N. W. R. R.
Leave Sioux Falls at 4:00 p. m., B., C. R. & N. R. R.

THURSDAY, AUGUST 22D.

Arrive Chicago, F., E. & M. V. R. R., at 8:15 a. m.
Arrive Chicago, C., M. & St. P. R. R., at 9:00 a. m.
Arrive Chicago, C. & N. W. R. R., at 8:15 a. m.
Arrive Chicago, B., C. R. & N. R. R., at 12 m.
Leave Chicago, C. & G. T. R. R., at 2:30 p. m.

FRIDAY, AUGUST 23D.

Arrive Niagara Falls, G. T. R. R., at 7:00 a. m.
Leave Niagara Falls, G. T. R. R., at 3:00 p. m.

SATURDAY, AUGUST 24TH.

Arrive Kingston, G. T. R. R., at 3:00 a. m.
Leave Kingston, R. & O. N. Co. Steamer, at 5:00 a. m.
Arrive Montreal, R. & O. N. Co. Steamer, at 6:00 p. m.
Leave Kingston, G. T. R. R., at 6:00 a. m.
Arrive Montreal, G. T. R. R., at 12 m.
Leave Montreal, G. T. R. R., at 11 p. m.

SUNDAY, AUGUST 25TH.

Arrive Quebec at 8:00 a. m.
Leave Quebec at 6:00 p. m.

MONDAY, AUGUST 26TH.

Arrive Boston at 10:00 a. m.

THE RETURN TRIP.

The members of the party can return independently, if desired, the tickets valid returning from Boston on any date from August 30th to September 10th, inclusive. Extensions will be granted to September 30th upon application to joint agent.

No. 1.

Boston & Maine R. R. Grand Trunk, and Chicago & Grand Trunk R. R. via Montreal to Chicago.
Through sleeping cars Boston to Chicago.

No. 2.

Fitchburg R. R. to Rotterdam Junction. Stop-over privilege for side trip to Saratoga Springs and Lake George.
West Shore R. R. and C. & G. T. R. R. to Chicago.

No. 3.

Fall River or Norwich line steamer to New York.
Hudson River day line steamer to Albany.
West Shore R. R. to Suspension Bridge.
Grand Trunk R. R. to Chicago.

No. 4.

Same as No. 3 to Albany.
D. & H. R. R. R. to Saratoga and via Lake George, and along the west shore of Lake Champlain to Rouse's Point.
G. T. Ry. and C. & G. T. Ry. via Montreal to Chicago.

No. 5.

Same as No. 4 to Lake George via Caldwell.
Steamer on Lake George to Baldwin.
D. & H. R. R. (west shore of Lake Champlain) to Rouse's Point.
Same as No. 4 to Chicago.

No. 6.

Same as No. 3 to New York.
Pennsylvania lines to Chicago, or Baltimore & Ohio R. R. via Washington to Chicago.

Information as to other routes returning will be furnished by addressing Geo. A. Pettigrew, Secretary Triennial Committee, Flandreau, South Dakota; or E. H. Hughes, Gen. Western Pass. Agt., C. & G. T. Ry., No. 103 Clark St., Chicago, Ill.

PRICE OF TICKETS.

The railroads have made a rate of one fare for the round trip to Boston, going and returning the same route.

Returning by a different route, Boston to Chicago than the route going, 60 per cent of the combined rate going and returning Chicago to Boston is made, on account of the various routes returning from Boston to Chicago the local ticket agents will charge a one-fare rate to Chicago, plus the one-fair rate going and returning Chicago to Boston, and issue an exchange order on the C. & G. T. R. R. which will be exchanged at their city office, 103 Clark street, (or Dearborn Station) for ticket going and returning any route desired by paying the additional charge for the return route selected. An additional extra charge of \$3.00 is made for the St. Lawrence river boat trip going.

The rates given below in figures is the rate *only* from Chicago to Boston and returning to Chicago. To this must be added the rate to Chicago from starting point, which is one fare for the round trip to Chicago.

The rate from Chicago to Boston by the route outlined and returning to Chicago by route shown herein as No. 1 is\$ 22 00

This route returning is the same as going, *excepting* both the St. Lawrence river boat trip and the side trip to Quebec.

Returning shown as No. 2.....	\$ 27 00
Returning shown as No. 3.....	26 40
Returning shown as No. 4.....	27 20
Returning shown as No. 5.....	30 20
Returning shown as No. 6 (Pennsylvania lines).....	28 80
Baltimore and Ohio, via Washington.....	27 50

NOTE.—An arbitrary rate of \$3.00 is demanded for the St. Lawrence River steamboat trip; therefore, to each of the rates named above \$3.00 must be added for the steamboat trip going.

IMPORTANT.

In order that ample arrangements may be made for sleeping accommodations in Boston and also for sleeping car space on the trip going it is important that all who intend going shall at once send their names to Geo. A. Pettigrew, Flandreau, South Dakota, and by remitting \$5.00 as a deposit, sleeping car space will be reserved.

If all who intend going will at an early date comply with this request, it will greatly aid the committee and insure ample accommodations being provided.

Complete arrangements cannot be made until it is known about what number is to be provided for. Those west of the Missouri river may arrange for sleeping car space going, by applying to B. F. Ankeny, Deadwood, South Dakota.

If the number is sufficient to warrant the committee will engage through sleeping cars to start from South Dakota points.

THE SLEEPING CAR RATES.

If the cars are filled, a double berth from eastern South Dakota points to Boston for the through trip will be about \$10.00 or a trifle less. A charter trip rate will be made for the cars to be divided equally among the occupants. If not considered practicable to engage sleeping cars to start from South Dakota points, the through cars will be engaged to start from Chicago at regular berth rates. The regular rates are for

Double berth, Deadwood to Chicago.....	\$ 6 00
Double berth, Huron to Chicago.....	3 50
Double berth, Sioux Falls to Chicago.....	2 50
Double berth, Sioux City to Chicago.....	2 50
Double berth, Chicago to Boston.....	5 50

A charge at the rate of \$45.00 per day is made for sleeping cars for the time occupied in the stop-over, as proposed at Quebec.

RATES RETURNING.

Double berth, Boston to Chicago.....	\$ 5 50
Double berth, New York to Chicago.....	5 00
Double berth, Albany to Chicago.....	4 50
Double berth, Montreal to Chicago.....	5 00

Members of the party can have their letters addressed care of "South Dakota Headquarters, Hotel Vendome, Boston."

R. E. SIR JOSEPH A. COLCORD, Huron, South Dakota, will be in charge of arrangements for the party on C. & N. W. R. R.

E. SIR GEO. A. PETTIGREW, Flandreau, South Dakota, will be in charge of arrangements for the party on C., M. & St. P. R. R.

SIR B. F. ANKENY, Deadwood, South Dakota, will be in charge of arrangements for the party on F., E. & M. V. R. R.

SIR A. F. PILCHER, Sioux Falls, South Dakota, will be in charge of arrangements for the party on B., C. R. & N. R. R.

South Dakota Triennial Committee: R. E. Sir George H. Rathman, Mitchell; R. E. Sir Joseph A. Colcord, Huron; E. Sir George A. Pettigrew, Flandreau.

Decoration Committee: E. Sir Joseph T. Morrow, E. Sir Fred A. Spafford, E. Sir Cornelius S. Palmer; and Mesdames F. A. Brown, T. Thorson, J. T. Morrow, F. A. Spafford and C. S. Palmer.